

### Considerations Relating to Pedestrians and Bicyclists

The 1991 Inter-modal Surface Transportation Efficiency Act (ISTEA) recognized the increasing role of bicycling and walking in an inter-modal transportation system. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continued the efforts to integrate bicycling and walking into the transportation mainstream. The act provides the funding and policy necessary to support these efforts. Bicycle and pedestrian projects are eligible for a range of Federal projects. Bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

The environmental document should discuss the current and anticipated uses of existing pedestrian and bicycle facilities, the potential impacts to said facilities and proposed measures to avoid or reduce adverse impacts. If new facilities are proposed, the document should include reasons for providing the facilities (e.g. sidewalk will reduce the project access impacts to the community.). The preferred alternate should identify the facilities to be provided. Where the preferred alternative would sever an existing major route for non-motorized transportation traffic, the proposed project needs to provide a reasonable alternative route or demonstrate that such a route exists.